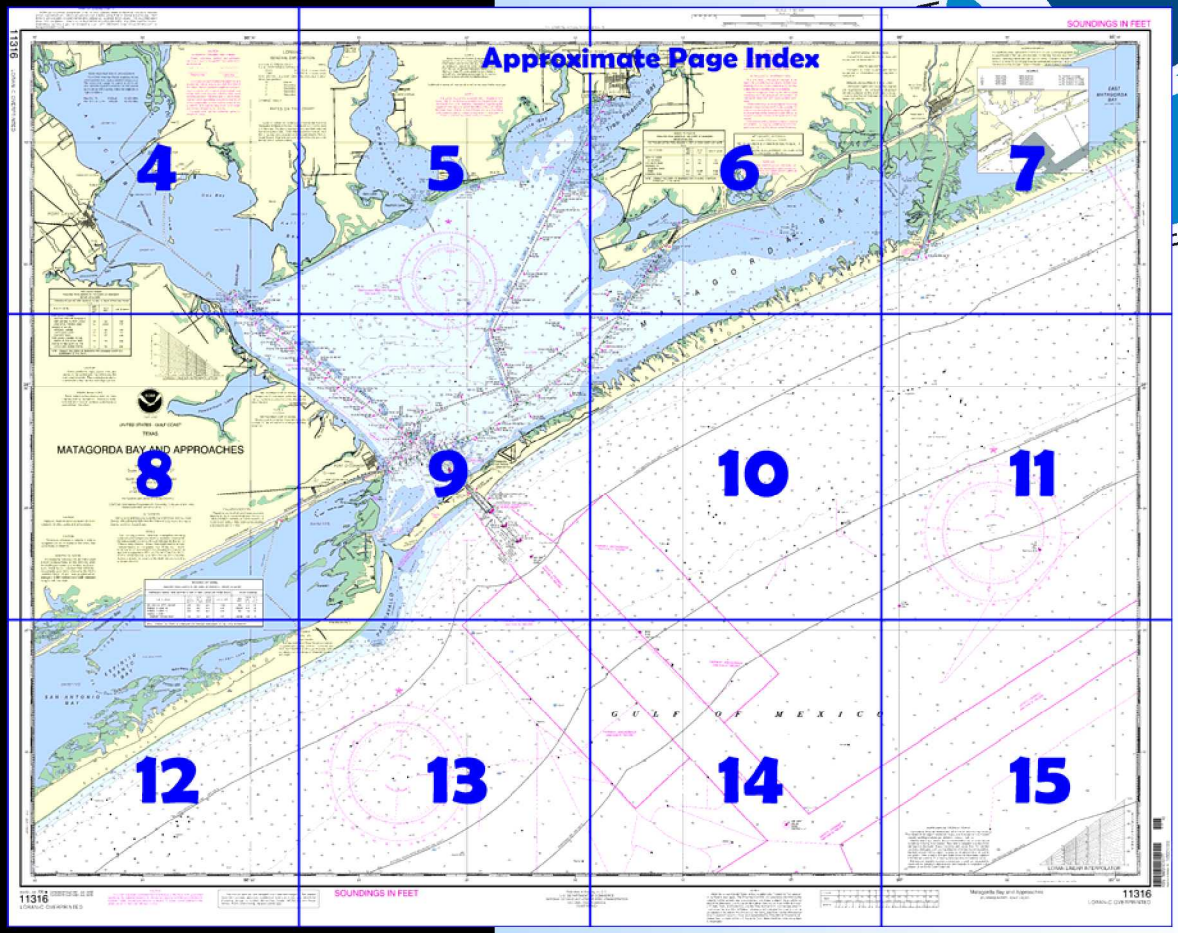
BookletChart™

Matagorda Bay And Approaches

(NOAA Chart 11316)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

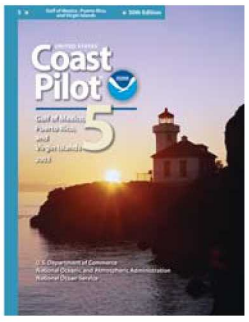
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 11 excerpts]

(64) **Matagorda Bay** is a large body of water separated from the Gulf by **Matagorda Peninsula.** Depths in the bay range from 5 to 13 feet, averaging 10 to 12 feet over the greater part. Considerable oil development and fishing are carried on in the bay and its main tributaries Tres Palacios and Lavaca Bays.

(67) **Matagorda Ship Channel** is a 22-mile-long deepwater channel from the Gulf to and through a land cut in Matagorda Peninsula thence through Matagorda and Lavaca Bays to a public terminal at Point Comfort. The entrance to the land cut is protected by jetties. The channel is well marked. The Federal project provides for a depth of 38 feet through the Sea Bar Channel and Jetty Channel, thence 36 feet through the land cut and Matagorda and Lavaca Bays to a turning basin of the same depth at Point Comfort. Caution should be used when transiting near the channel limits due to abandoned structures immediately outside the channel limits that may or may not be visible above the waterline.

(70) **Matagorda Ship Channel Entrance Light** (28°25'18"N., 96°19'06"W.), 57 feet above the water, is shown from a skeleton tower on a concrete block with a red and white diamond-shaped daymark on the E jetty at the entrance to Matagorda Bay.

(74) The usual storm anchorages for small boats in Matagorda Bay area are: the Harbor of Refuge S of Port Lavaca, in depths of about 12 feet; **Chocolate Bay,** with depths of 3 feet; Lavaca Bay, on the E side to the N of the causeway, with depths of 4 to 5 feet; **Lavaca River** with depths of about 5 feet across the bar; Carancahua Bay with depths of 3 feet across the bar; and Tres Palacios Bay, off Palacios, with depths of 4 to 5 feet. Small craft should not anchor in Matagorda Bay in the vicinity of the land cut through Matagorda Peninsula as strong currents and turbulent water are reported in this area.

(75) **Pass Cavallo,** 108 miles SW of Galveston Entrance, an entrance to Matagorda Bay from the Gulf, is about 0.35 mile wide between **Matagorda Island** and Matagorda Peninsula. The pass is obstructed by a bar that is subject to frequent changes in location and depths. The depths vary from 3 to 8 feet. With a sea or swell running outside, there is virtually a continuous line of breakers across the bar.

(79) **Halfmoon Reef** extends about 3 miles off **Palacios Point,** the SW point of the tongue of land extending between the E and N portions of Matagorda Bay. This is a shell reef 100 to 500 yards wide, reported covered about 4 fee at low tide over the greater portion of its length. The reef is marked at its S end by a light.

(80) **Tres Palacios Bay,** about 6 miles N of Palacios Point, is a shallow bay on the NE side at the center of Matagorda Bay. A Federal project provides for a channel 12 feet deep leading from the Intracoastal Waterway through Matagorda Bay and Tres Palacios Bay to three turning basins at the head of the harbor at the town of Palacios.

(81) **Palacios,** a fishing and farming community, is on the W side of Tres Palacios Bay. Two elevated water tanks in the town show prominently from the bay.

(86) **Carancahua Bay,** 6 miles W of Tres Palacios Bay, is a shallow, unimportant body of water frequented only by small pleasure boats and oil-drilling equipment. In 1982, it was reported that there were depths of 3 to 6 feet inside the bay. It was further reported that numerous wellheads, oyster shell reefs, platforms, and other obstructions, some marked by private lights, occupied the bay making navigation hazardous. Numerous beach houses are on both sides of the bay. (87) **Keller Bay,** an arm on the E shore of Lavaca Bay, is the site of oil exploration and development. Shell is barged through a privately maintained channel to **Olivia,** a small farming community on the E side of the bay. Barges drawing 6 feet are brought in to Olivia.

(89) **Lavaca Bay,** an arm of Matagorda Bay at its NW corner, has a general depth of 5 to 7 feet with several reefs near the head of the bay.

(90) A Federal project in Lavaca Bay provides for a 12-foot channel leading NW from Matagorda Ship Channel off **Gallinipper Point** for about 3.5 miles to a turning basin at the mouth of **Lynn Bayou** at Port Lavaca; another 12-foot channel about 1.6 miles above Gallinipper Point leading SW from Port Lavaca Channel for about 1.4 miles to N-S and E-W basins at the **Harbor of Refuge** S of Port Lavaca; and a 6-foot channel about 2.3 miles above the entrance to Port Lavaca Channel which leads N through Lavaca Bay to the entrance to **Lavaca River**, and through the river to **Red Bluff,** on the **Navidad River**, a distance of about 17.5 miles.

(92) State Route 35 highway causeway, crossing Lavaca Bay from **Noble Point** to Point Comfort, has a fixed span over the navigation channel with a clearance of 43 feet.

(93) **Point Comfort,** on the E side of Lavaca Bay, is the site of the ship and barge wharves of a large aluminum company, the Calhoun County Navigation District's general cargo facilities, and an electric powerplant.

Table of Selected Chart Notes

Corrected through NM Nov. 24/07
Corrected through LNM Nov. 13/07

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

For Symbols and Abbreviations see Chart No. 1

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE B

CAUTION

MATAGORDA SHIP CHANNEL

Strong currents may be encountered in the vicinity of the entrance to Matagorda Ship Channel.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.998" northward and 0.898" westward to agree with this chart.

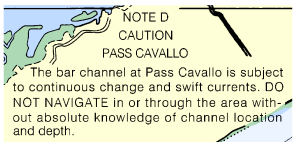
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bay City, TX	WWG-40	162.425 MHz
Port O'Connor, TX	WXL-26	162.475 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



NOTE D

CAUTION

PASS CAVALLO

The bar channel at Pass Cavallo is subject to continuous change and swift currents. DO NOT NAVIGATE in or through the area without absolute knowledge of channel location and depth.

Mercator Projection
Scale 1:80,000 at Lat 28° 27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

NOTE E

Due to strong currents, these aids to navigation are being established to temporarily mark an alternate channel for the intracoastal waterway through Matagorda Bay to the of the existing channel. It has been established to accommodate vessels with no greater than 10 feet draft, due to the presence of several pipelines crossing the channel at approximate positions 28°27'31.2"N, 96°22'59.2"W; 28°27'30.3"N, 96°22'59.6"W; and 28°27'11.5"N, 96°23'10.0"W. Mariners should be aware of the draft limitations in this alternate channel.

INTRACOASTAL WATERWAY

(use charts 11315 and 11319)

The project depth is 12 feet from New Orleans, LA., to Aransas Pass, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9610.....96,100 Microseconds
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained at nauticalcharts.noaa.gov.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

40' 35' 96° 30'

Garcitas Cr. Garcitas Cove Marsh Venado Lake Lavaca River Swan Lake TANK

NOAA WEATHER RADIO BROADCASTS

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CAUTION

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Covered wells may be marked by lighted or unlighted buoys.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....

PULSE REPETITION INTERVAL

9610.....96,100 Micros

7980.....79,800 Micros

STATION TYPE DESIGNATORS: (Not individual letter designators).

M..... Master

W..... Secondary

X..... Secondary

Y..... Secondary

Z..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the Geospacial-Intelligence Agency or others should not with this chart. The lines of position shown have been based on survey data. Every effort has been made the ¼ nautical mile accuracy criteria established b Coast Guard. Mariners are cautioned not to rely the lattices in inshore waters.

LAVACA BAY

(use chart 11317)

Bridge under constr. TANK Pt Comfort Stack STACK Cox Creek Huisache Cove Cox Pt Keller Creek Olivia Tro

OVERHEAD POWER CABLES

Noble Pt Lynn Bayou Gallinipper Reef

Cox Bay

Marsh

PORT LAVACA TANK S P R R PORT LAVACA CHANNEL Rhodes Pt

Keller Bay

Little Chocolate Bayou TV TR TANK Harbor of Refuge

Chocolate Bayou Chocolate Bay Alamo Beach Gallinipper Pt

Sand Pt Reef Sand Pt

Magnolia Beach Old Town Lake Indian Pt

PORT LAVACA HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS REPORT OF JUL 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
PORT LAVACA CHANNEL:			
JUNCTION WITH THE MATAGORDA SHIP CHANNEL TO PORT LAVACA	8.6	125	6-09
LYNN BAYOU TURNING BASIN	7.7	30-300	6-09
HARBOR OF REFUGE:			
APPROACH CHANNEL	5.0	125	6-09
NORTH-SOUTH BASIN	10.7	300	6-09
EAST-WEST BASIN	11.8	250	6-09
PORT LAVACA CHANNEL TO THE MOUTH OF THE LAVACA RIVER	1.4	100	5-07
THENCE TO RED BLUFF (VIA THE LAVACA AND NAVIDAD RIVERS)	1.0	100	6-99

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

CAUTION

Survey platforms, signs, pipes, piles, and

MICROSECONDS 100 80 60 40 20

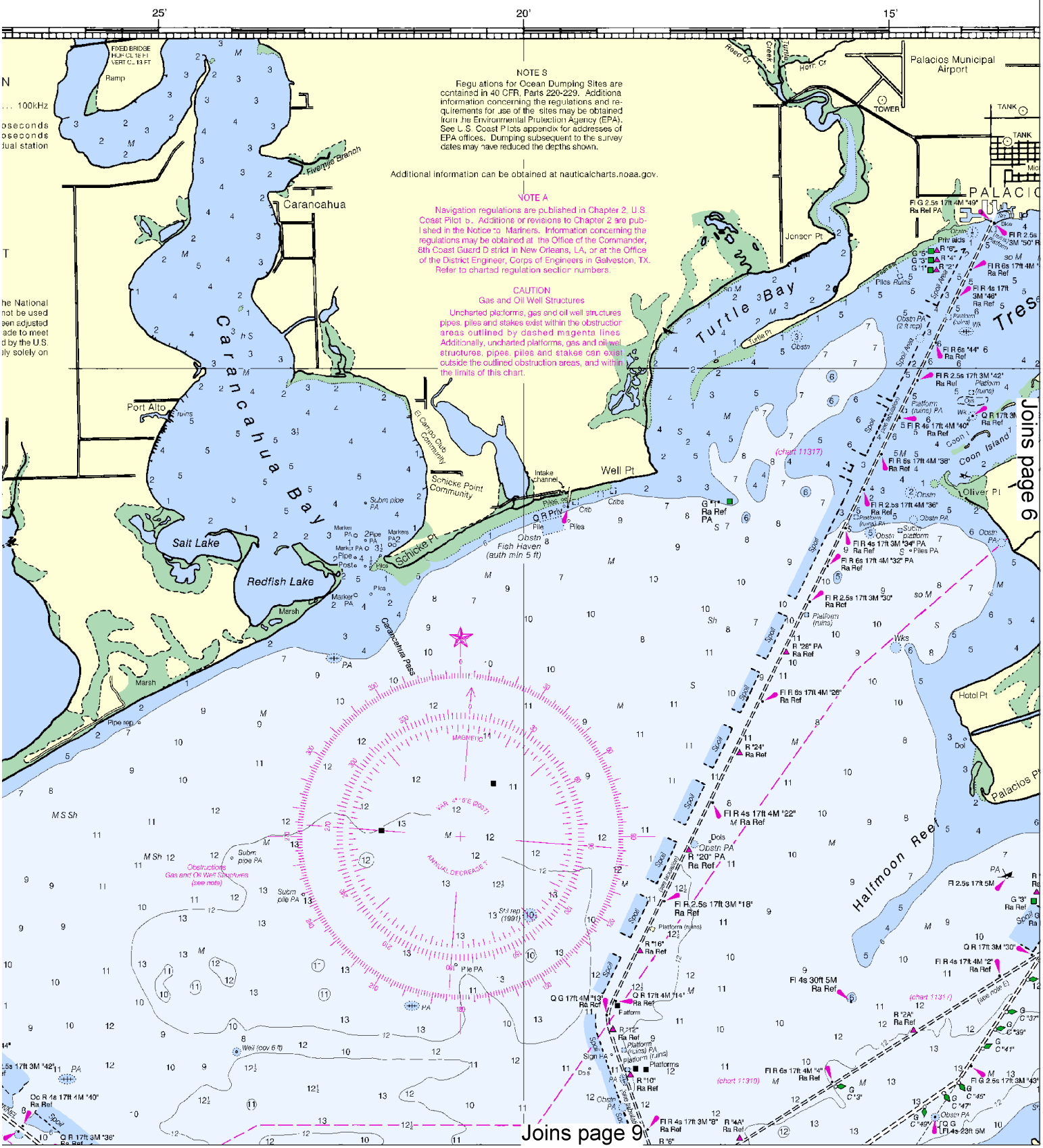
Joins page 8

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

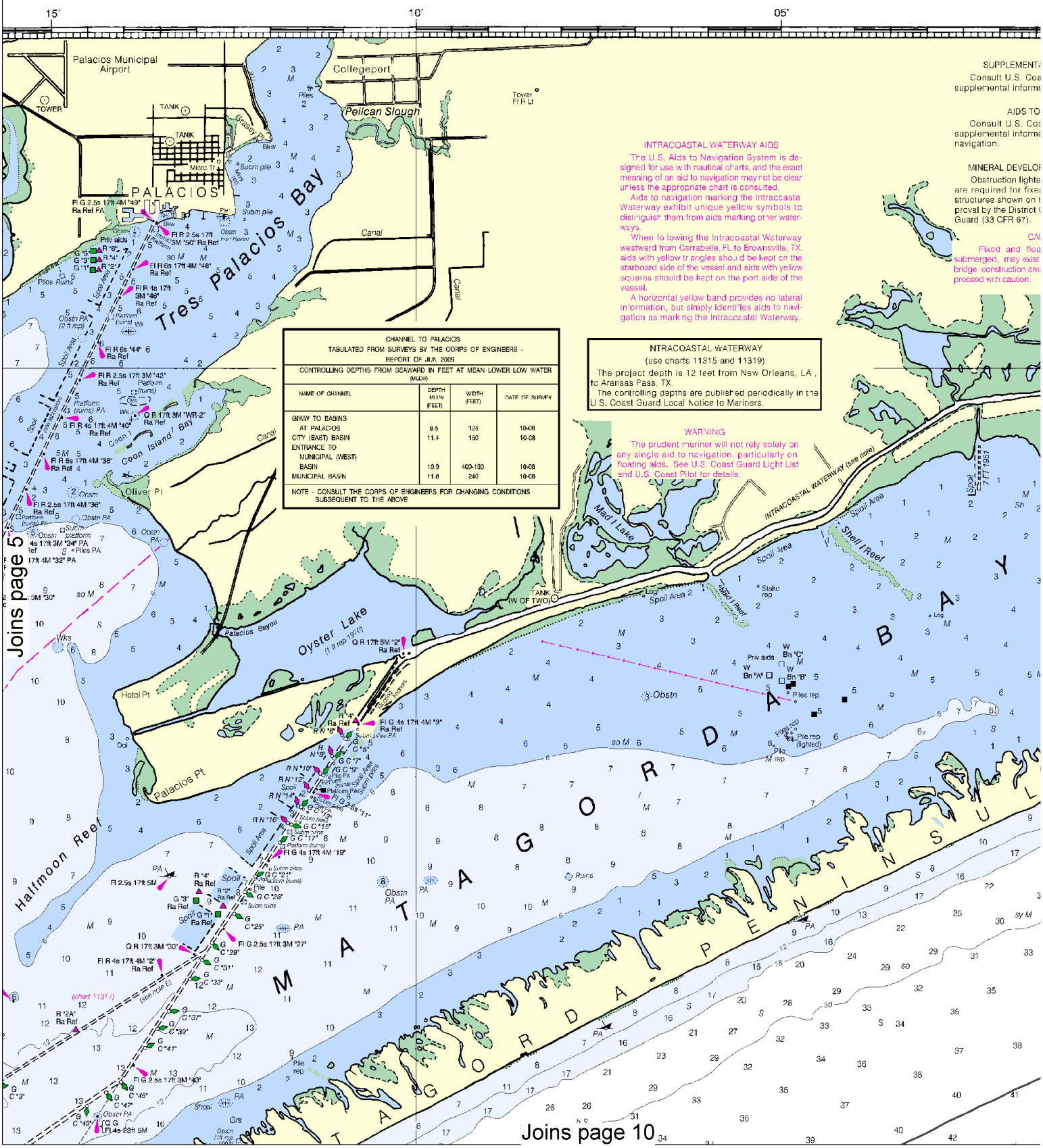
Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

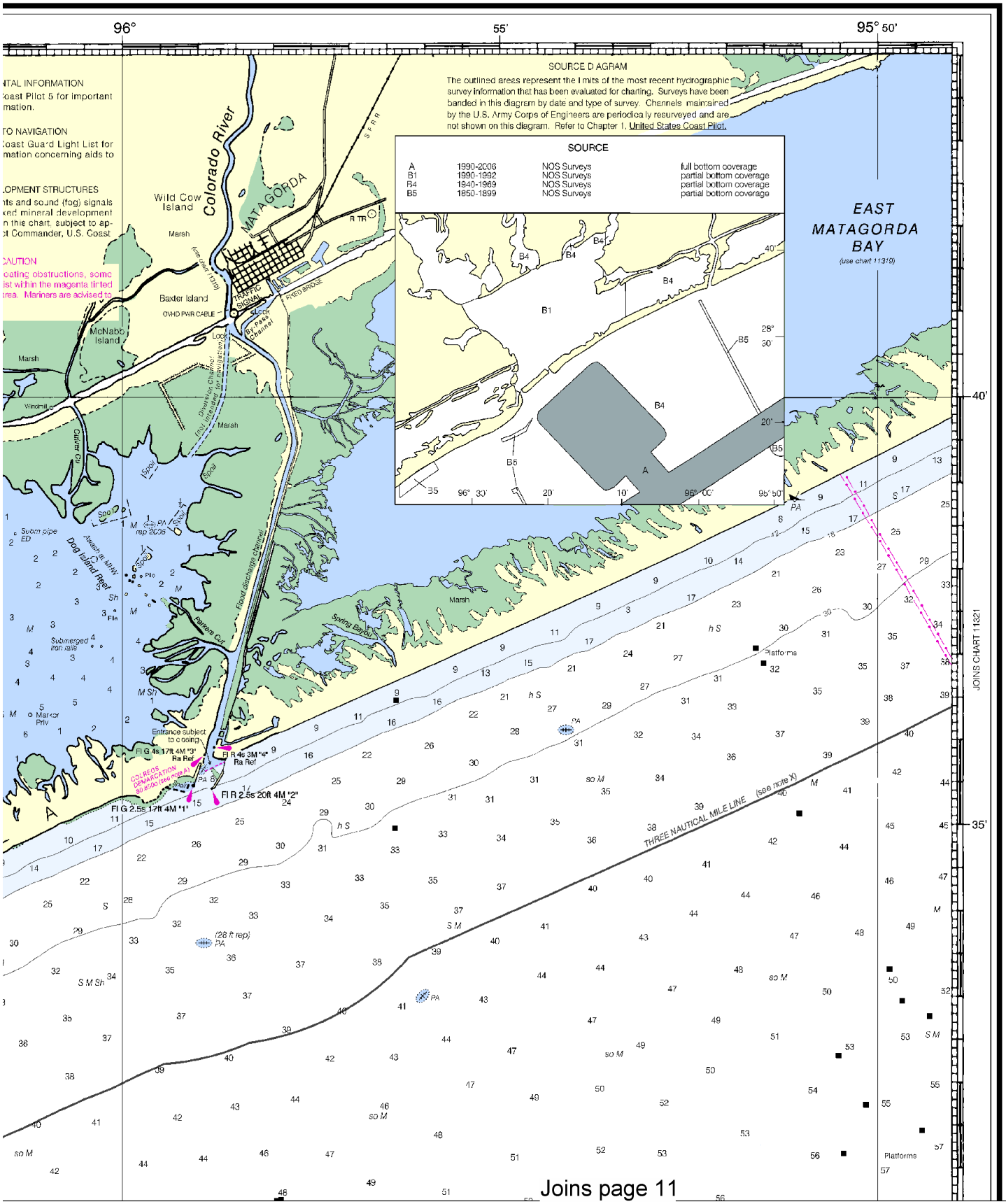
SCALE 1:80,000
Nautical Miles
1 ½ 0 1 2 3 4 5 6
Yards
1000 0 2000 4000 6000 8000 10000



North

Printed at reduced scale. ~~SCALE 1:80,000~~ Nautical Miles See Note on page 5.
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000

SOUNDINGS IN FEET



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

PORT LAVACA HARBOR
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS
REPORT OF JUL 2009

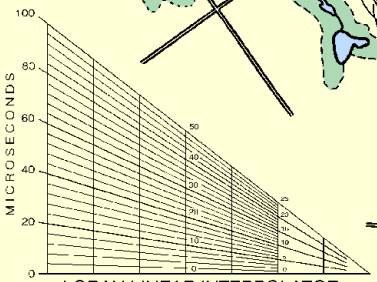
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
PORT LAVACA CHANNEL:			
JUNCTION WITH THE MATAGORDA SHIP CHANNEL TO PORT LAVACA	8.6	125	6-09
LYNN BAYOU TURNING BASIN	7.7	30-300	6-09
HARBOR OF REFUGE:			
APPROACH CHANNEL	5.0	125	6-09
NORTH-SOUTH BASIN	10.7	300	6-09
EAST-WEST BASIN	11.8	250	8-09
PORT LAVACA CHANNEL TO THE MOUTH OF THE LAVACA RIVER THENCE TO RED BLUFF (VIA THE LAVACA AND NAVIDAD RIVERS)	1.4	100	5-07
	1.0	100	6-99

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.



LORAN LINEAR INTERPOLATOR

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

MATAGORDA BAY AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat 28° 27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.998" northward and 0.898" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE E

Due to strong currents, these aids to navigation are being established to temporarily mark an alternate channel for the intracoastal waterway through Matagorda Bay to the of the existing channel. It has been established to accommodate vessels with no greater than 10 feet draft, due to the presence of several pipelines crossing the channel at approximate positions 28°27'31.2"N, 96°22'59.2"W; 28°27'30.3"N, 96°22'59.6"W; and 28°27'11.5"N, 96°23'10.0"W. Mariners should be aware of the draft limitations in this alternate channel.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

MATAGORDA SHIP CHANNEL

Range Line "C", not shown within the channel limits, marks the centerline of the Matagorda Ship Channel.

NOTE B

CAUTION

MATAGORDA SHIP CHANNEL

Strong currents may be encountered in the vicinity of the entrance to Matagorda Ship Channel.

MATAGORDA SHIP CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SEA BAR AND JETTY CHANNEL	38.3	38.2	37.8	5-09	300	9.21	38
THENCE TO LIGHT 48	30.4	30.6	30.5	7-09	300-200	10.64	36
THENCE TO LIGHT 76	30.1	29.6	27.8	5-09	200	7.42	36
THENCE TO POINT COMFORT TURNING BASIN	29.0	30.5	26.6	5-09	200-399	0.98	36
TURNING BASIN	36.4	36.3	36.4	5-09	1000	0.17	36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE D

CAUTION

PASS CAVALLO

The bar channel at Pass Ca... to continuous change and swi...

Joins page 12

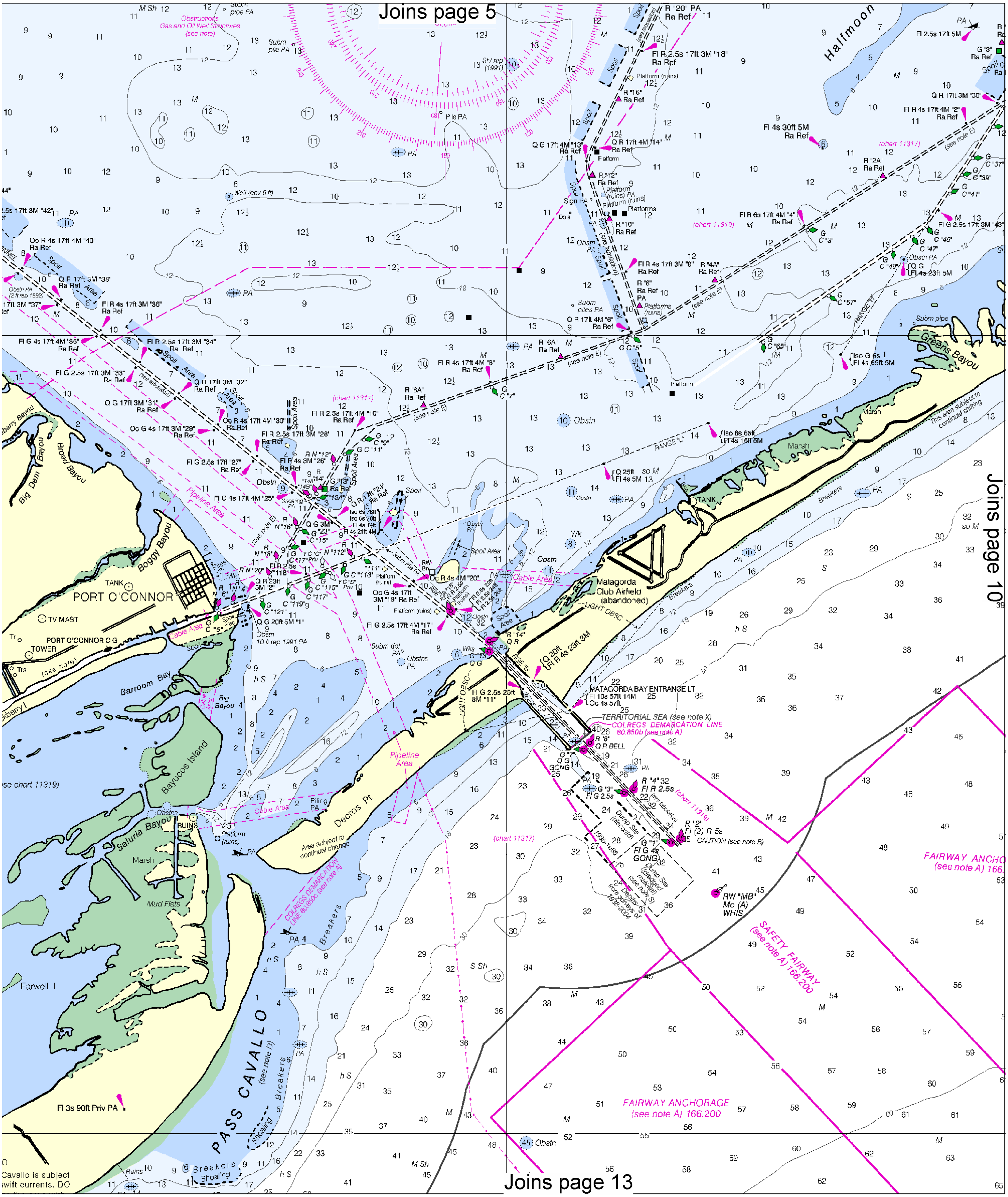
North

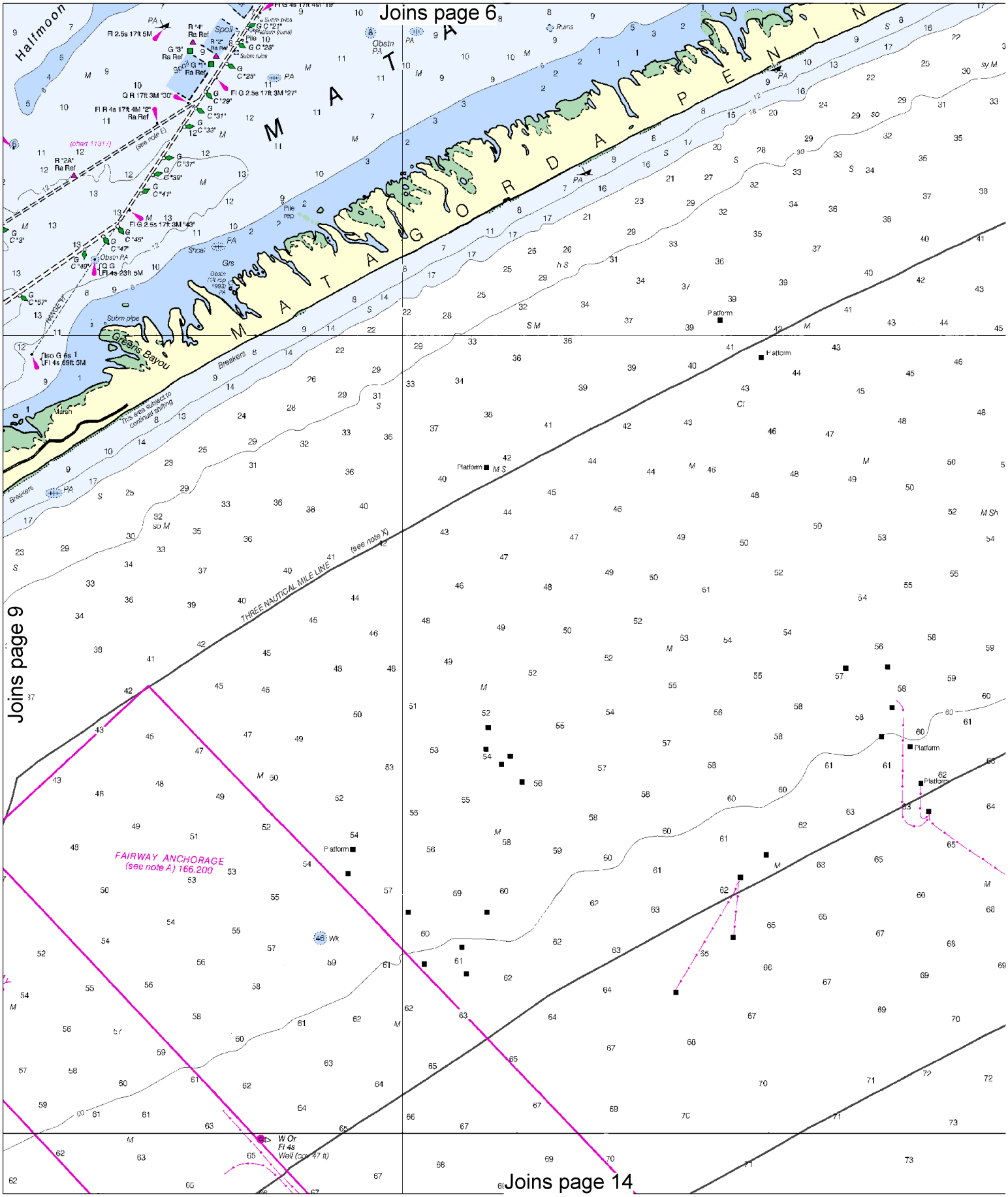
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 5
Joins page 10
Joins page 13
Halfmoon
PORT O'CONNOR
PORT O'CONNOR C G TOWER
TV MAST
TANK
Boggy Bayou
Big Dam Bayou
Broad Bayou
Barroom Bay
Big Bayou
Bayucos Island
Saluria Bayou
Marsh
Mud Flats
Farwell I
PASS CAVALLO
Decros Pt
Greens Bayou
Matagorda Club Airfield (abandoned)
MATAGORDA BAY ENTRANCE LT
Fl 10s 57ft 14M
Oc 4s 57ft
TERRITORIAL SEA (see note X)
COLREGS DEMARCATION LINE 80.850b (see note A)
CAUTION (see note B)
RW "MB" Mo (A) WHIS
SAFETY FAIRWAY (see note A) 166.200
FAIRWAY ANCHORAGE (see note A) 166.200
Obstructions Gas and Oil Well Structures (see note)
Pipeline Area
Cable Area
Spoil Area
Area subject to continual change
This area subject to continual shifting
Fl 3s 90ft Priv PA
Q R 17ft 4M "6"
Fl G 2.5s 25ft 8M "11"
Q 20ft Fl R 4s 23ft 3M
Iso 6s 68ft Fl 4s 158 5M
Iso G 6s Fl 4s 69ft 5M
Fl 4s 30ft 5M Ra Ref
(chart 11319)
(chart 11317)



10

North

Printed at reduced scale. ~~SCALE 1:80,000~~

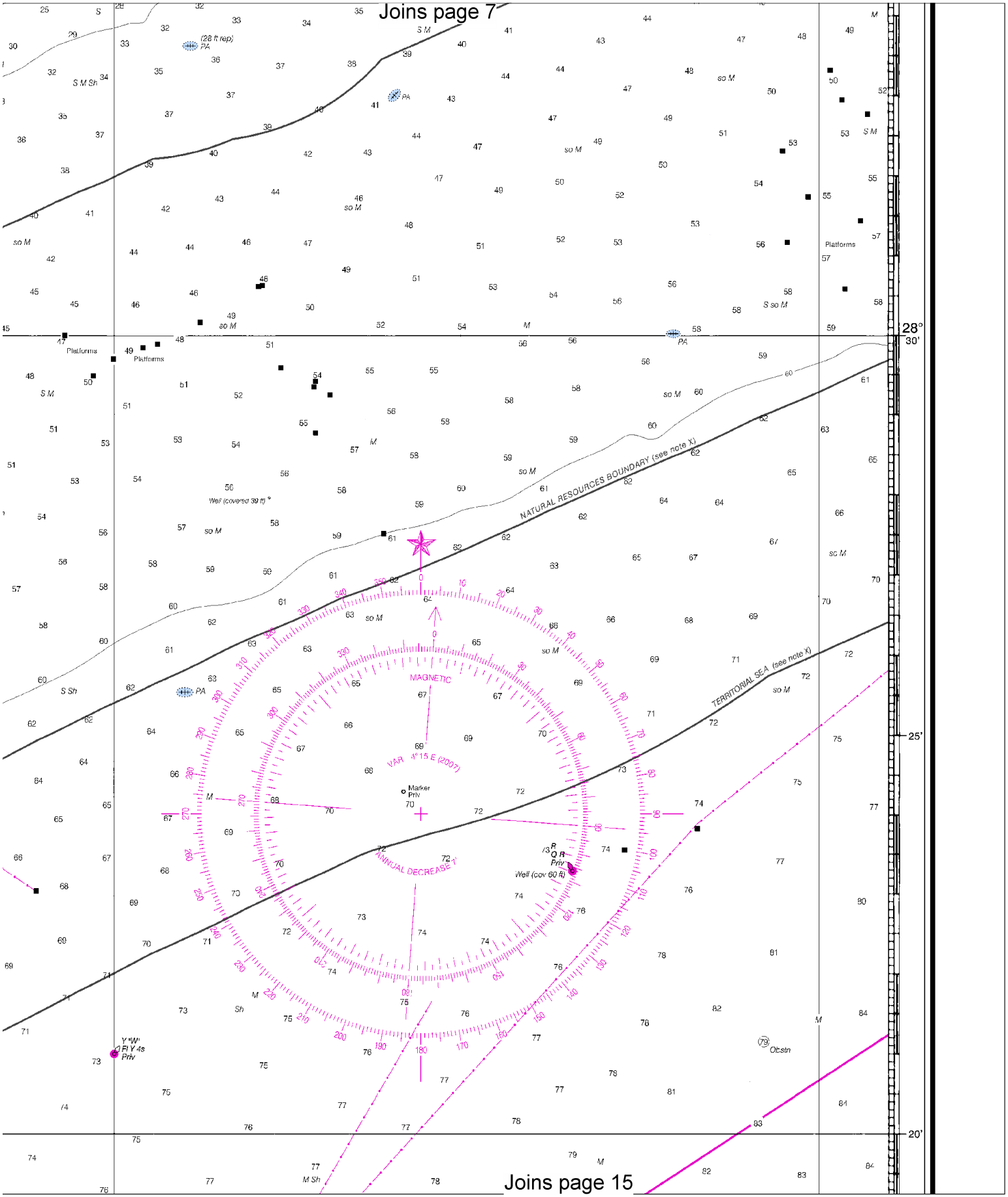
Nautical Miles

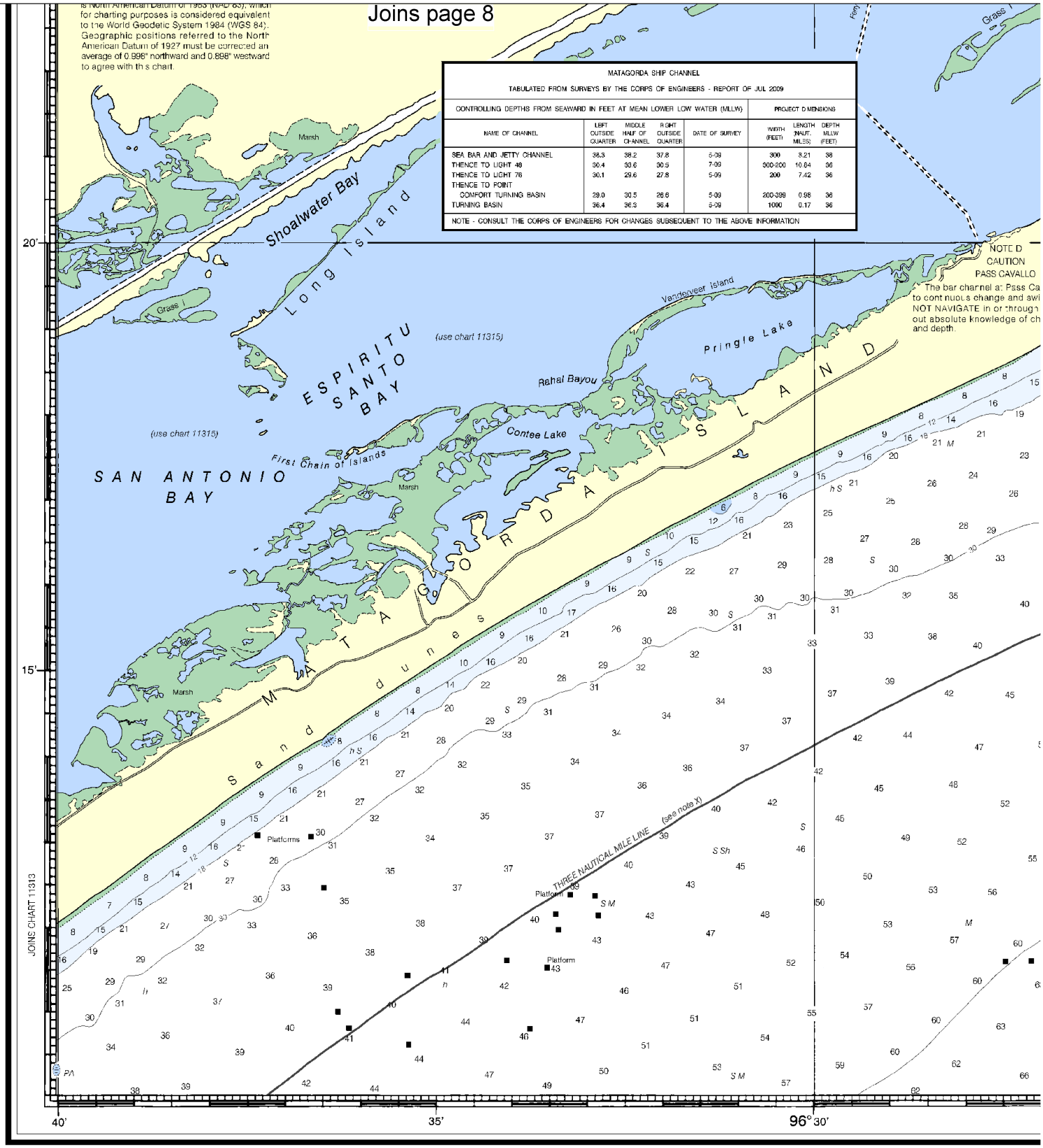
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
NATURAL RESOURCES BOUNDARY (see note X)
TERRITORIAL SEA (see note X)
MAGNETIC
VAR 4° 15 E (2007)
ANNUAL DECREASE 1'
Marker Priv
Q R Priv
Well (cov 60 ft)
Y "W" Fl Y 4s Priv
Obstn
Platforms
Well (covered 39 ft)
(28 ft rep)
28° 30'
25'
20'
Joins page 15



41st Ed., Nov. /07 ■ Corrected through NM Nov. 21/07
Corrected through LNM Nov. 13/07

11316

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued per odically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available a: nauticalcharts. noaa.gov.

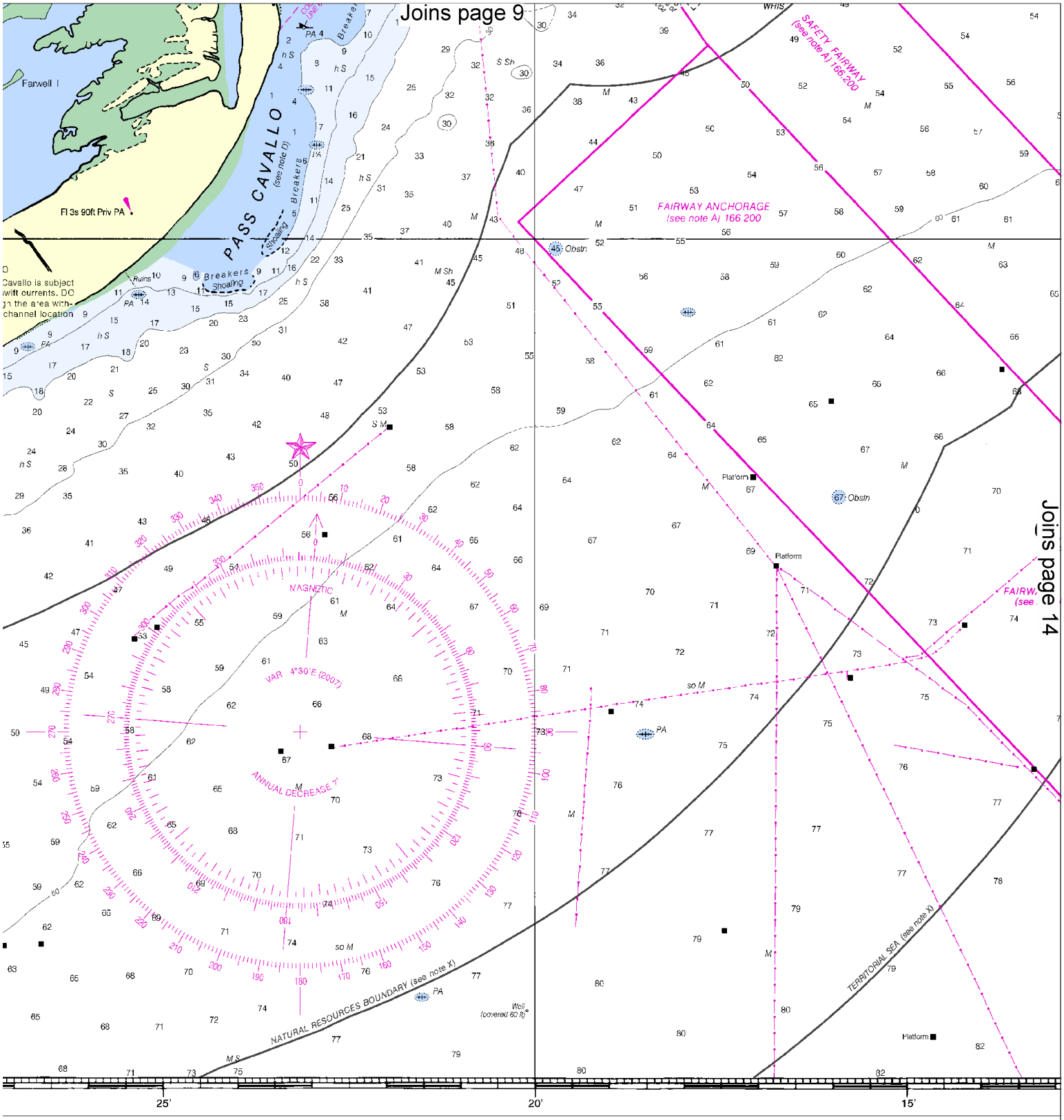
This nautical chart has been designed to promote safe navigation. The Nationa Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Mar ne Chart Divis on (N/CS2), National Ocear Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

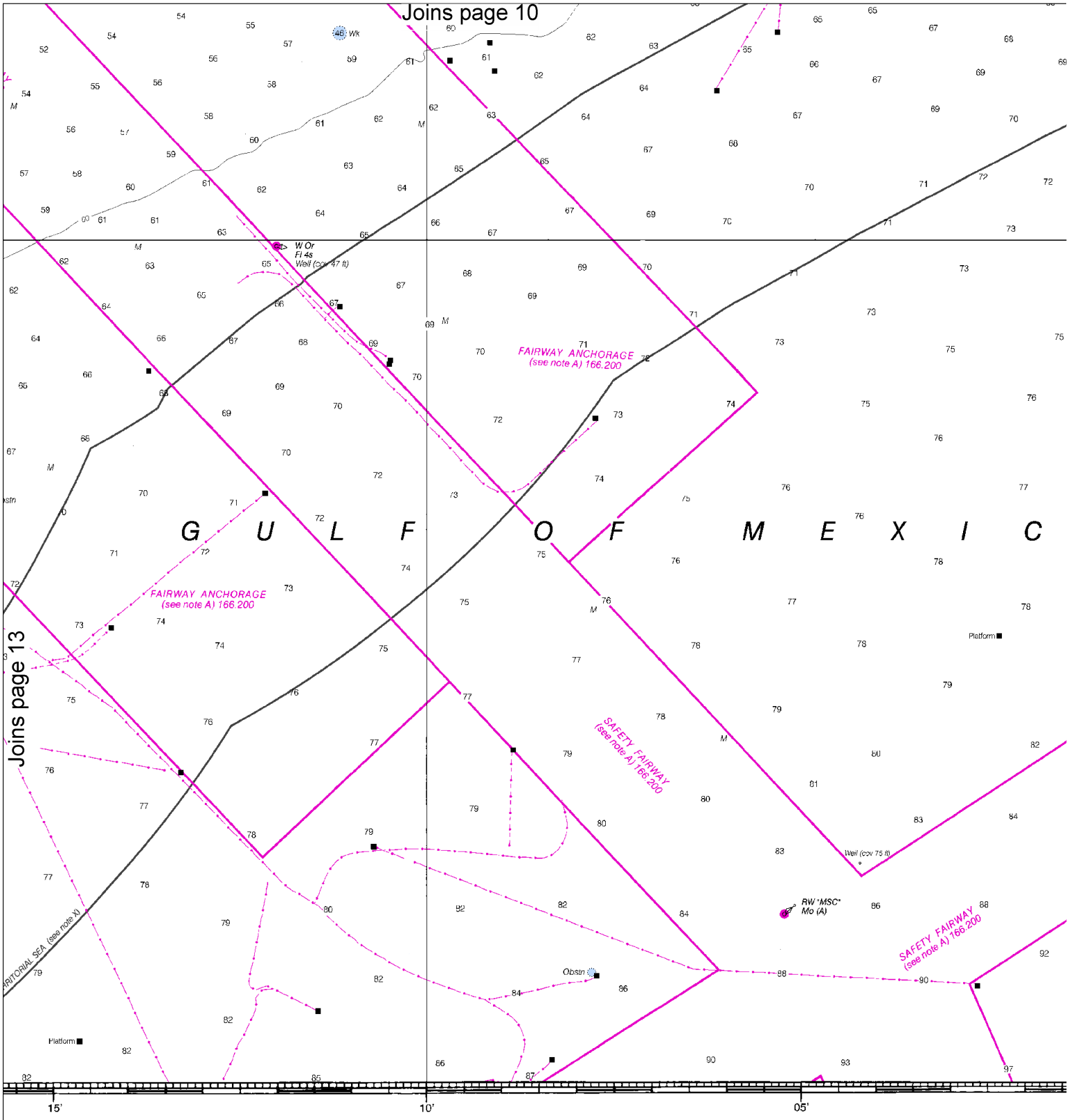
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRA
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

FATHOMS	1	2	3	4	5	
FEET	6	12	18	24	30	3
METERS	1	2	3	4	5	6 7 8 9 10

North

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

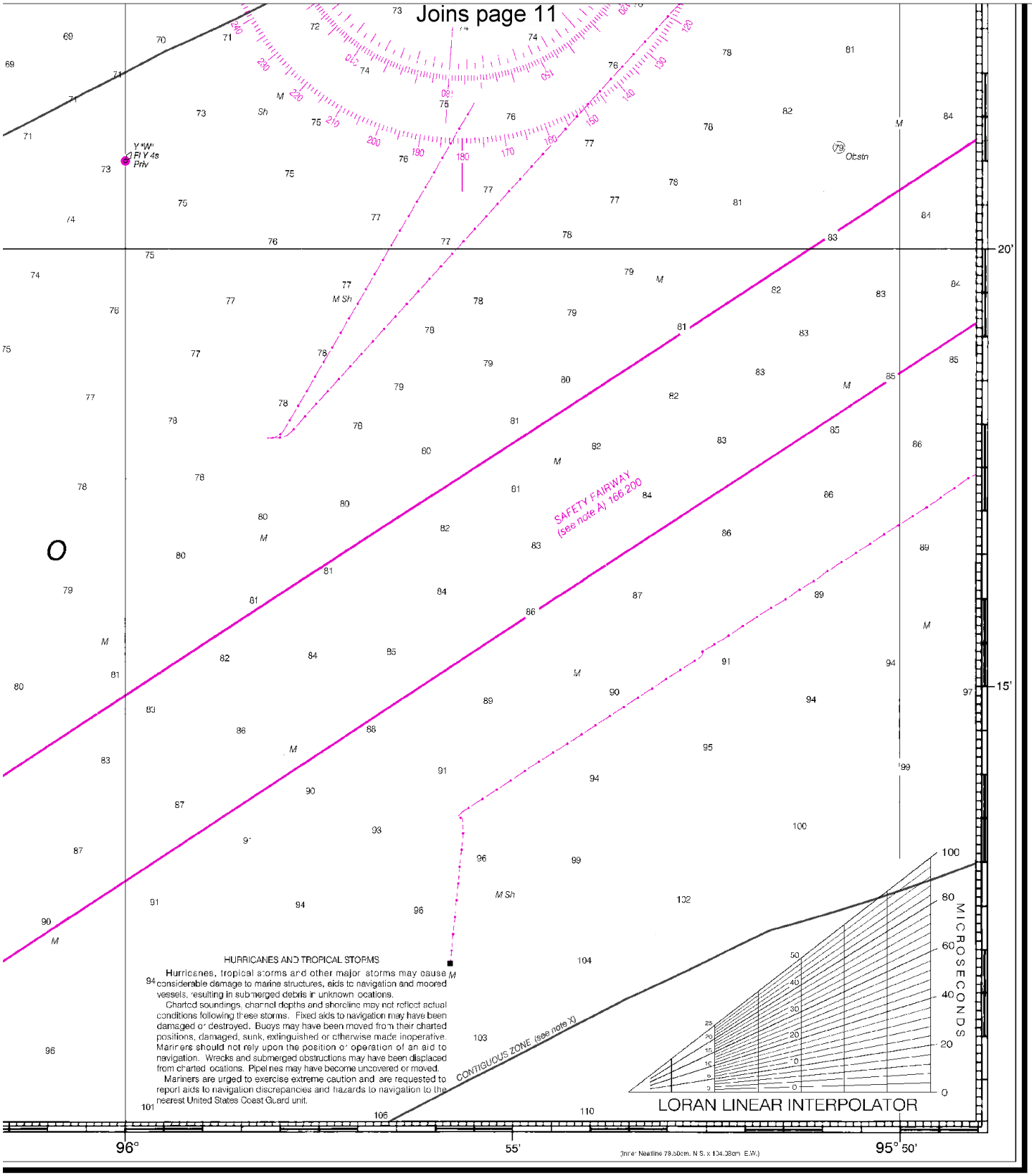
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Joins page 11



HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

(Inset Neatline 78.50cm. N.S. x 104.38cm. E.W.)

Matagorda Bay and Approaches

SOUNDINGS IN FEET - SCALE 1:80,000

11316

LORAN-C OVERPRINTED

ED NO. 41
NSN 7642014010177
NGA REFERENCE No. 11BCO11316

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Corpus Christi – 361-939-6393
Coast Guard Station Port O'Connor– 361-983-2616
Texas Park & Wildlife – 361-289-5566
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/booketcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.